

MEETING

PLANNING AND ENVIRONMENT COMMITTEE

DATE AND TIME

WEDNESDAY 13 FEBRUARY, 2013

AT 7.00 PM

VENUE

HENDON TOWN HALL, THE BURROUGHS, NW4 4BG

TO: MEMBERS OF PLANNING AND ENVIRONMENT COMMITTEE (Quorum 3)

Chairman: Councillor Wendy Prentice (Chairman),
Vice Chairman: Councillor Maureen Braun (Vice-Chairman)

Councillors

Anita Campbell	Mark Shooter	Andreas Tambourides
Jack Cohen	Agnes Slocombe	Jim Tierney
John Marshall	Stephen Sowerby	

Substitute Members

Alison Cornelius	Lord Palmer	Reuben Thompstone
Claire Farrier	Barry Rawlings	Darrel Yawitch
Sury Khatri	Alan Schneiderman	
Graham Old	Andrew Strongolou	

You are requested to attend the above meeting for which an agenda is attached.

Aysen Giritli – Head of Governance

Governance Services contact: Maria Lugangira 020 8359 2761

Media Relations contact: Sue Cocker 020 8359 7039

CORPORATE GOVERNANCE DIRECTORATE

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes	
2.	Absence of Members	
3.	Disclosable Pecuniary interests and Non Pecuniary interests	
4.	Public Question Time (if any)	
5.	Members Item (if any)	
6.	Reports of the Acting Assistant Director of Planning and Development Management:-	
	Colindale Ward	
7.	Former RAF East Camp Site, Aerodrome Road, Grahame Park Way, NW9 (Beaufort Park) -W/00198AA/04	1 - 8
	Coppetts Ward	
8.	Application to Register Land to the West of Friern Barnet Library, N11 as a Town or Village Green.	9 - 14
	Garden Suburb Ward	
9.	Christ's College Finchley, East End Road, London, N2 0SE - F/04533/12	15 - 32
	Woodhouse Ward	
10.	The Compton School, Summers Lane, London, N12 0QG - F/04511/12	33 - 44
11.	Motion to Exclude Press and Public That under Section 100A (4) of the Local Government Act 1972 the public be excluded from the meeting for the following item of business on the grounds that they involve the likely disclosure of exempt information as defined in Category 3 of Paragraph 9 of Part 1 of Schedule 12A of the Act (as amended)	
12.	Application to Register Land to the West of Friern Barnet Library, N11 as a Town or Village Green	45 - 60
13.	Any item(s) that the Chairman decides are urgent	

FACILITIES FOR PEOPLE WITH DISABILITIES

Hendon Town Hall has access for wheelchair users including lifts and toilets. If you wish to let us know in advance that you will be attending the meeting, please telephone Maria Lugangira 020 8359 2761 maria.lugangira@barnet.gov.uk. People with hearing difficulties who have a text phone, may telephone our minicom number on 020 8203 8942. All of our Committee Rooms also have induction loops.

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LOCATION: Former RAF East Camp Site, Aerodrome Road, Grahame Park Way, NW9 (Beaufort Park)

REFERENCE: W/00198AA/04

Received:

AGENDA ITEM 7

WARD(S): Colindale

Accepted:

Expiry:

Final

Revisions:

APPLICANT: St George North London Ltd

PROPOSAL: Submission of the Development Parking Survey

RECOMMENDATION: APPROVE SUBJECT TO DEED OF VARIATION

Submitted document:

Development Parking Survey, St George Central London, 23/11/2012

1. MATERIAL CONSIDERATIONS

Relevant Planning History:

The Outline Planning permission, ref: W00198AA/04 dated 8 April 2005, was approved subject to a S106 signed agreement.

It was understood that car ownership at different Beaufort Park phases may vary, therefore it was agreed that the situation will be monitored and future car parking provision can increase if parking surveys indicate that the previously agreed ratio was inadequate. This was reflected in Schedule H of the S106 agreement, where it states that the applicant will commission parking surveys upon occupation of the 50th, 150th and every 250th occupied residential units thereafter.

Informally it has since been agreed between the Council and St George that these survey triggers were excessive and would cause residents to suffer survey fatigue which would impact on the response rate as well as the quality of their responses. It was therefore agreed that these triggers did not need to be fully adhered to and that following the two previous surveys (at 113 and 327 occupations) the next appropriate trigger would be at circa 1,000 occupations when there would be a significant number of residents on site to provide meaningful survey findings.

The applicant agreed to undertake parking surveys and demonstrate what level of parking is required. This recommendation is made as the S106 agreement requires that any such changes are authorised by the Planning and Environment Committee.

2. PLANNING APPRAISAL

Site Description and Surroundings:

The developer requests to lower the development parking ratio from the approved outline planning application ref: W00198AA/04. The level of the parking provision was agreed to be monitored and if inadequate could be increased to 0.9 or lowered to 0.6.

The developer has agreed to contribute towards the CPZ in the sum of £135,000 in three instalments. To date, the developer has paid the first instalment in the sum of £40,000. Furthermore, in the body of the outline planning application Committee report it is stated that the residents of this development are not eligible for parking permits within the CPZ.

Proposal:

At the Planning and Environment Committee meeting on the 19th September 2012, findings of the draft Development Parking Survey, dated 14/09/2012 were reported in support of the planning application H/00146/12, on the Addendum to the main report. Highways commented on the key findings at that time.

The final report "Development Parking Survey", dated 23/11/2012, has been submitted and summarises the uptake of the on-site parking, and includes a request for a revised Development Parking Ratio in line with the report findings within the parameters of the agreed Beaufort Park outline application. The latest version of the report includes minor corrections to the draft report, including results from the additional surveys on occupancy, to ensure that the initial assessment as reported previously in the draft report is robust.

The permitted Development Parking Ratio is 0.9 spaces per unit, which for the Beaufort Park development, equates to provision of 2,691 parking spaces for the 2,990 residential units for the whole development. Nevertheless, the S106 Agreement states that the developer shall build units with parking ratio of 0.9 spaces per unit but this ratio may be decreased to as low as 0.6 if a reduced parking requirement can be demonstrated following the development parking surveys.

The submitted report is based on analysing the results from two types of surveys and ensuring consistency in findings. One type of surveys was conducted to survey the car park occupancy levels and the second part was to survey the residents by asking them to participate in completing a questionnaire, in order to establish if the perception of the residents of parking is the same as the occupancy surveys are indicating.

Survey 1 Car parking occupancy – July 2012

The report is based on the car park occupancy surveys undertaken on site five times per day, and over a three week period, from 1st to 20th July 2012, to ensure that a

robust data set is gathered so that conclusions could firmly establish the occupancy levels of the on-site parking areas.

At the time when the first set of surveys was conducted, it was reported that all but 37 of the 1,153 homes constructed on site had been purchased.

However, it was noted that the 89 affordable homes, located in Building G and its associated undercroft parking are excluded from the initial occupancy survey because of the low numbers parked in this undercroft area due to the transition period between temporary on-street parking to use of the undercroft car park. Because the occupancy levels were very low the data was excluded from the initial survey findings in order to avoid distorting of the results. Furthermore, it was reported that, at the time of conducting the surveys, the right to park permit holders from the 22 social rented homes in Building A8 were assigned on-street parking as a temporary measure until the undercroft car park was completed in Building E.

For the above reasons, the 111 units were excluded and the total overall new build units is therefore 1,042 with overall undercroft parking provision of 727 spaces. That results in an overall parking ratio of 0.70 per unit for the undercroft parking spaces.

A sensitivity test was also undertaken to account for the development not being fully occupied with, for example, owners using the unit as a second home or planning to rent it out. The purchased homes are assumed to have an occupancy level of 85%, excluding Buildings G and A8 as stated above.

The Development Parking Ratio of 0.9 is the ratio for the whole site and the parking strategy allows some flexibility which means that residents occupying one Block can park on another Block, if they are unable to find a parking space. The report also provides the split between the residential units per Blocks A, B, C and E, and its associated parking spaces, as well as showing the parking ratio for each Block. It is noted that some Blocks have more parking spaces than others but overall the undercroft parking ratio is 0.70.

The results of the occupancy vary greatly but overall, it shows that the undercroft car park in Block B is mostly occupied followed by the car parks in Block A, Block E and the least occupied is the undercroft car park in Block C.

When the results are averaged the numbers for the undercroft car park occupancy are: at 7am 59.65% and at 11pm the average is 61.2% with 282 car parking spaces remaining unoccupied. The report also shows percentages of the maximum occupancy: at 7am it is 63.7% and at 11pm 66.6% with 243 car parking spaces unoccupied.

The survey also captured the data from on-street parking spaces available in the Boulevard, including along Heritage Avenue and Aviation Drive. These parking spaces are used for the retail/commercial uses and for visitor parking. The results from the three weeks of surveys show that the overall average occupancy of the on-street parking areas was less than 30% and the maximum demand was 36%.

Combing the total car parking spaces in the residential undercroft parking spaces with those available on street, a parking ratio of 0.87 is derived, that is a total of 926 car parking spaces for the 1,064 new units, excluding Building G. In this case the average occupancy of the car parking spaces is 53.9% with a peak occupancy of 60.0%.

Survey 2 Resident surveys

The second set of surveys were of Beaufort Park residents to establish if the findings from car parking surveys shows a similar pattern and had broaden consistent findings.

Using the same assumptions for the above surveys, it was estimated that approximately 1,000 homes were occupied. A total of 538 responses were received representing a response rate of approximately 54%. The survey sample is considered sufficient to represent a clear picture of the situation on site.

The results show that 74.3% of the households own a car or a van and 1.1% own a motorcycle. Also, 17 households own two cars, 5 households own both a car and a motorcycle, 14% intend to buy another vehicle and approximately 24% of the total households that responded do not own a vehicle.

Therefore, the level of car ownership at Beaufort Park according to the sample is 74.3%, a lower level than the initially agreed Development Parking Ratio of 0.9 spaces per unit. It is acknowledged that not all vehicles require to be parked at the same time. The results of the car park occupancy survey also confirm this.

The question on the residents experiences of parking on site yielded some inconsistent results compared to other survey findings. Of those who filled the questionnaire 17.5 % responded that they found the car park to be full. Out of that percentage, 9% had this experience once or twice a month, 3% three to four times a month and 5% experienced the car park to be full more then five times per month.

It appears that the inconsistency may be due to some residents not being aware that they are permitted to park in any car park, not just the one in their block. Also the question itself may have been misinterpreted by some respondents. Some residents thought that they purchased a specific parking space and responded that the car park was full if they could not park in their preferred space or location. Some residents said that they could not find a parking space until they parked on the second undercroft level; others responded that they had only experienced the car park to be full once or twice ever, rather than on a monthly basis. Temporary works that were taking place at that time when the surveys were conducted may have also influenced some of the answers to the questionnaire.

According to the survey, approximately 95% of residents that own a vehicle use the on-site parking and 4.7% are parking on the streets surrounding Beaufort Park development with reasons given including availability or cost. In terms of numbers this equates to a total of 23 responding that they are parking on the nearby streets due to availability and 14 indicating cost. Overall however, it is confirmed that the

majority of the residents have purchased the right to park permit. Also 14% of the respondents said that their intention is to buy another car and out of these 2% said that they intend to park on street. Also 26% of the visitors of those surveyed have indicated that they park on the nearby streets outside Beaufort Park.

In order to deal with the above, and as anticipated in the S106 agreement, a contribution was secured in the main application to review and implement a Controlled Parking Zone (CPZ) on the streets surrounding the development. To date the first instalment for the CPZ contribution has been received and when implemented any changes to the CPZ will prevent the residents and visitors of the of the Beaufort Park development parking on the streets surrounding the development during hours of CPZ operation.

As a result of the above reported inconsistencies, it was agreed that the developer must work with residents to inform them early about any temporary changes to the parking areas, about the right to park limitations, as well as work continuously on the implementation of the overspill parking strategy. Also it was decided that a second set of car parking occupancy surveys, as discussed below, should take place to ensure that the first set of the results was robust.

Survey 3 Car parking occupancy – Autumn 2012

The additional car park occupancy surveys were conducted between 25th September and 22nd October 2012 and the survey frequency was at 7am and 11pm for consistency and in line with the analysis from the previous surveys.

There were some reported changes from the previous occupancy surveys, with Building G now included. For Building A8 parking on-street was again excluded from the analysis. Also minor adjustments were made to the on-street parking surrounding Building E. The new temporary layout provides 158 spaces compared to 157 in the initial occupation surveys.

When Building G is included in totals, the overall number for the 1,131 new units is slightly adjusted to make an undercroft parking provision of 0.67 spaces per dwelling compared to 0.70 ratio in the initial survey.

The average and maximum undercroft occupancy of the additional survey is 57.7% and 69.8% respectively. When compared the additional average occupancy is lower than that experienced from the initial survey, whereas the maximum occupancy is marginally higher; the initial survey results were 61.2% and 66.6% respectively.

As before, a sensitivity test has been included to account for the development not being fully occupied with an assumed occupancy of 85% (excluding Building A8), the maximum residential parking demand is calculated to be 0.57 spaces per unit.

The on-street parking occupancy was also surveyed during the additional surveys, in order to establish if the level of parking demand for the non-residential uses and visitors was the same as previous findings. The analysed results indicate that on-street parking does not reach full capacity, with an average peak occupancy of

38.7% and 47.7% at 11pm when the highest average demand is reported. The results from this set of surveys are higher than the initial survey results but again the results indicate that there is some spare capacity to accommodate any future increases in parking demand.

When the combined occupancy figures are applied to the total spaces provided within the development, an average occupancy of 53.7% and a maximum occupancy of 65.2% is calculated.

To conclude, the analysis from the second set of the surveys also supports the findings from the initial occupancy survey. When analysing the occupancy data results from all the above surveys, it can be seen that a 0.9 overall parking ratio is an overprovision in parking spaces per units and it is recommended that the mechanism, as previously agreed, should be utilised, to allow the parking ratio to be lowered.

Based on the submitted report that included data from three sets of surveys it is justified that a development parking ratio of 0.7 would be more appropriate and adjusting it to that level at this current time is justified. This allows some spare capacity to allow for future increases in parking demand.

Conclusion

This application represents changes to the Development Parking ratio for the whole Beaufort Park regeneration scheme. The details submitted in the report are considered to be in accordance with the outline approved scheme. The S106 allows for the adjustment of the parking ratio to 0.7 therefore approval to lower the ratio is recommended at the present time.

In order to allow for the parking situation to be monitored further as the future phases are constructed and occupied, the above recommendation is subject to a deed of variation to the S.106 Agreement so that the development parking ratio can be adjusted, up or down, but within the existing parameters of 0.6 to 0.9 following the subsequent surveys.

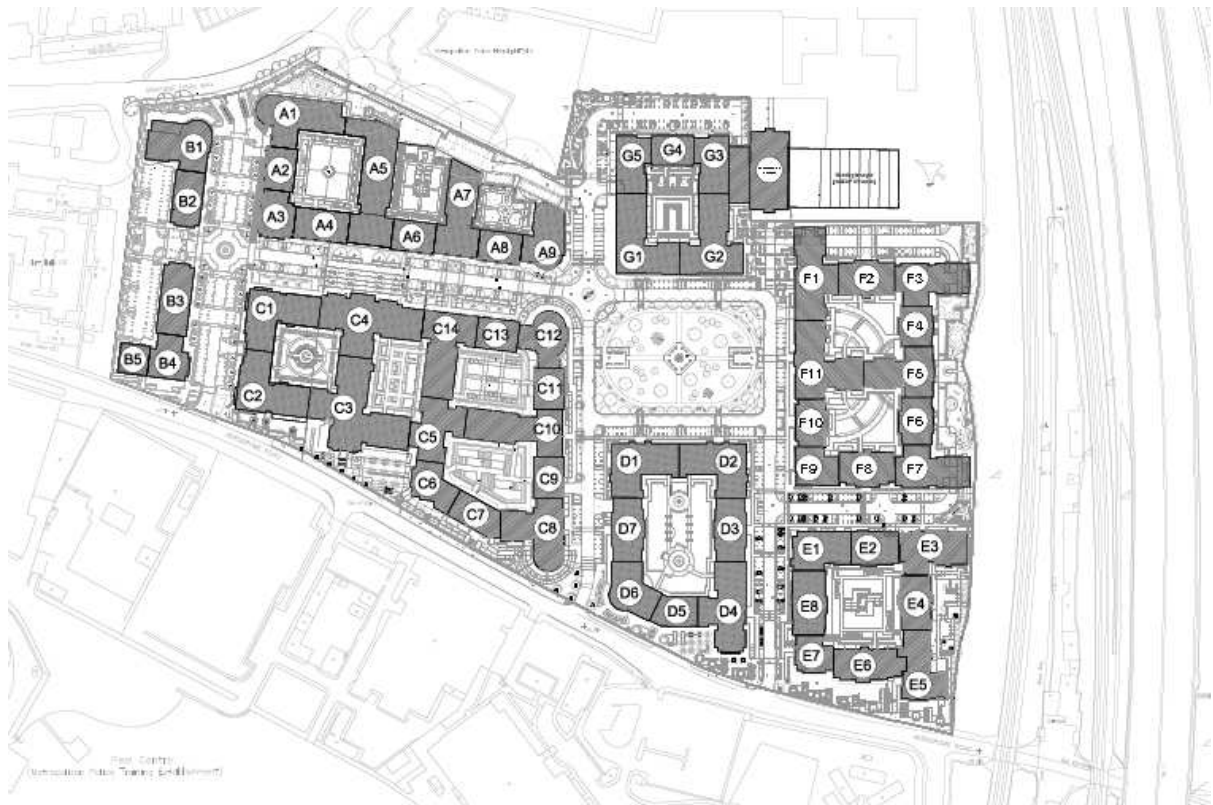
3. EQUALITIES AND DIVERSITY ISSUES

The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities.

4. CONCLUSION

It is recommended that the Council agrees to the lowering of the Development Parking Ratio to 0.7, providing that a Deed of Variation is submitted and agreed to allow for future changes within the existing parameters of 0.6 to 0.9 if justified by future parking surveys.

SITE LOCATION PLAN:



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Meeting	Planning and Environment Committee
Date	13 February 2013
Subject	Application to Register Land to the West of Friern Barnet Library, N11 as a Town or Village Green.
Report of	Acting Assistant Director of Planning and Development Management
Summary	This report contains the result of officers' investigations into the relevant facts and legal issues in deciding whether or not to register the subject land as a Town or Village Green under the Commons Act 2006.

Officer Contributors	Fabien Gaudin, Finchley and Golders Green Area Planning Manager
Status (public or exempt)	Public (with separate exempt report)
Wards Affected	Coppetts
Key Decision	Not applicable
Reason for urgency / exemption from call-in	Not applicable
Function of	Council
Enclosures	Plan showing the subject land
Contact for Further Information:	Fabien Gaudin, Finchley and Golders Green Area Planning Manager, 020 8359 4258.

1. RECOMMENDATIONS

1.1 That the application for registration as a Town or Village Green under Section 15(2) of the Commons Act 2006 in respect of the land to the West of Friern Barnet Library, as shown on the site location plan 2 is referred to a non-statutory public inquiry for an independent Inspector to determine the Village Green status of the land.

1.2 That the legal advice contained in the exempt report is noted.

2. RELEVANT PREVIOUS DECISIONS

Such matters should not form part of the Committee's considerations

3. CORPORATE POLICIES AND POLICY CONSIDERATIONS

The Council is obliged by law to determine applications to register land as a village green.

4. RISK MANAGEMENT ISSUES

Such matters should not form part of the Committee's considerations.

5. EQUALITIES AND DIVERSITY ISSUES

Equality Duties and the Equality Act 2010

The Equality Act 2010 (the Act) came into force in April 2011. The general duty on public bodies is set out in Section 149 of the Act. The duty requires the Council to pay regard to the need to eliminate discrimination and promote equality with regard to those with protected characteristics such as race, disability, and gender including gender reassignment, religion or belief, sex, pregnancy or maternity and foster good relations between different groups when discharging its functions.

Equality duties require Authorities to demonstrate that any decision it makes is reached in a fair, transparent and accountable way, considering the needs and the rights of different members of the community. This is achieved through assessing the impact that changes to policies, procedures and practices could have on different equality groups. It is an opportunity to ensure better decisions are made based on robust evidence.

Section 149 of the Act states that:

- (1) A public authority must, in the exercise of its functions, have due regard to the need to-
 - (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

- (2) Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to-
 - (a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
 - (b) take steps to meet the needs of persons who share a relevant protected characteristic that are different to the needs of persons who do not share it;
 - (c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- (3) The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular steps to take account of disabled persons' disabilities.
- (4) Having due regard to the need to foster good relations between persons who share relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to-
 - (a) tackle prejudice, and
 - (b) promote understanding
- (5) Compliance with the duties in this section may involve treating some persons more favourably than others; but that is not to be taken as permitting conduct that would otherwise be prohibited by or under this Act.
- (6) The relevant protected characteristics are:-
 - age;
 - disability
 - gender reassignment
 - pregnancy and maternity
 - race
 - religion or belief
 - sex
 - sexual orientation

The proposals would not result in any physical alterations to the site. It is not considered that any of the protected groups listed above would be affected by the proposal.

S149 (5) of the Act requires that the Council have due regard to the need to:-

- (5) having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:-
 - (a) Tackle prejudice and
 - (b) Promote understanding

The proposals would not result in any physical alterations to or change of use of the site. It is not considered that there would be any change in the type of relation of any protected groups listed above who would remain unaffected by the proposals.

6. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)

6.1 Such matters should not form part of the Committee's considerations

7. LEGAL ISSUES

7.1 S.15(1) of the 2006 Act provides that any person may apply to a commons registration authority to register land as a town or village green, where one of subsections (2), (3) or (4) applies.

7.2 This application is made under s.15 (2), which states:

(2) This subsection applies where—

(a) a significant number of the inhabitants of any locality, or of any neighbourhood within a locality, **have indulged as of right in lawful sports and pastimes on the land for a period of at least 20 years; and**

(b) **they continue to do so at the time of the application. (*Emphasis added*)**

7.3 "A significant number"

7.4 There is no statutory definition of a "significant number" of local inhabitants . It does not mean considerable or substantial. What matters is that the number of people using the land in question has to be significant to indicate that their use of the their land signifies that it is in general use by the local community for informal recreation, rather than occasional use by individuals as trespassers.

7.5 "of any locality"

7.6 A "locality" cannot be created by drawing a line on a map. A "locality" must be a division of the county known to the law, such as a borough, parish or manor.

7.7 "or of any neighbourhood within a locality"

7.8 A neighbourhood need not be a recognised administrative unit. A housing estate can be a neighbourhood.

7.9 "As of right during the relevant period "

7.10 To be "as of right" the use must have been without force, without secrecy and without permission. There is open access to the land and the use has not taken place secretly. Acquiescence is not the same as giving permission and on current case law it cannot be said that permission has been given. The conclusion must be that the use has been as of right.

7.11 There are a number of further legal issues which are dealt with in the exempt report.

8. CONSTITUTIONAL POWERS (Relevant section from the Constitution, Key/Non-Key Decision)

8.1 Council Constitution Part 3, paragraph 2, Planning and Environment Committee Function 3, Commons registration and town and village greens.

9. BACKGROUND INFORMATION

9.1 The site is located to the west of Friern Barnet Library. It fronts Friern Barnet Road in the Coppetts ward. It is an open area of land of approximately 575 m².

9.2 The application is jointly made by the Friern Village Residents' Association and the Friern Barnet & Whetstone Residents' Association ('the Applicants').

9.3 The application was received on 28 November 2011. It was accompanied by a statutory declaration in support, relevant maps and evidence forms.

10. ANALYSIS OF APPLICATIONS AND REPRESENTATIONS

10.1 The application was advertised by way of press notice, site notice and letters sent to 880 addresses.

10.2 Five representations (including two petitions) in support of the application to register the Land as a village green were received. Those representations can be summarised as follows:

- Not enough communal places for the public in Barnet
- Important for both the young, elderly and vulnerable people who have nowhere to sit in the day
- Space already used as informal Village Green
- Space already used and enjoyed for communal events
- Great achievement for community if application successful

10.3 An objection was also received from the London Borough of Barnet in its capacity as landowner ('the Landowner'). The Landowner objected to the registration of the Land on the basis that, having been acquired for the purposes of the Public Health Act 1925 (as evidenced in the deeds relating to the Land), the user by the public was 'by right' rather than 'as of right'. The Landowner argues that the consequence of this is that the use of the land cannot satisfy the statutory tests for registration as a village green, and the application must fail.

11. LIST OF BACKGROUND PAPERS

11.1 Plan showing the subject land

Site Plan - Land to the West of Friern Barnet Library, N11 as a Town or Village Green.



LOCATION: Christs College Finchley, East End Road, London, N2 0SE

REFERENCE: F/04533/12

Received: 30 November 2012

Accepted: 30 November 2012

WARD(S): Garden Suburb

Expiry: 01 March 2013

AGENDA ITEM 9

**Final
Revisions:**

APPLICANT: London Borough of Barnet Council

PROPOSAL: Demolition of an existing disused animal house and proposes a new two-storey Sixth Form block. Single storey dining hall extension and works to the internal servery area, and works to the facade and internal layout of the reception, providing a new entrance area. Additional hard play to the existing tennis courts.

RECOMMENDATION: APPROVE SUBJECT TO CONDITIONS

1. The development hereby permitted shall be carried out in accordance with the following approved plans: Design and Access Statement; 3314-D- TS & AIA; L-1069-GAP-001 Rev 01; 120582/A/001 Rev B; 120582/A/002 Rev A; 120582/A/003 Rev C; 120582/A/004 Rev B; 120582/A/005 Rev A; 120582/A/050 Rev J; 120582/A/051 Rev J; 120582/A/052 Rev B; 120582/A/070 Rev H; 120582/A/060 Rev H; 120582/A/061 Rev H; 120582/A/090 Rev D; 120582/A/200 Rev B; 120582/A/201 Rev B; 120852/A/202 Rev A; 120582/A/250 Rev A; 120582/A/251 Rev A; 120582/C/001 Rev B; Cole Jarman- Acoustic Design, Report 12/4692/R1; Pick Everard Preliminary Air Quality Assessment- 26 November 2012; Pick Everard Flood Risk Assessment- 27 November 2012; Pick Everard Renewable Energy Feasibility Report; Pick Everard Transport Assessment; Pick Everard Waste Audit and Management Strategy- 19 November 2012; Hayden's Arboricultural Consultants: Tree Survey, Arboricultural Implication Assessment and Preliminary Method Statement and Tree Protection Plan, Project No: 3314- 26 November 2012; Hayden's Arboricultural Consultants Executive Summary- Tree Survey and Arboricultural Impact Assessment; Christ's College Finchley School Travel Plan.

Reason:

For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).

2. This development must be begun within three years from the date of this permission.

Reason:

To comply with Section 51 of the Planning and Compulsory Purchase Act, 2004.

3. Before this development is commenced, details of the levels of the building(s), road(s) and footpath(s) in relation to adjoining land and highway(s) and any other changes proposed in the levels of the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies DM01 and DM04 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF, CS1, CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.4, 7.5, 7.6 and 7.21 of the London Plan 2011.

4. Before the development hereby permitted commences, details of the materials to be used for the external surfaces of the new 6th form block and hard surfaced areas around this building shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012) and 1.1, 7.4, 7.5 and 7.6 of the London Plan 2011.

5. The new building hereby permitted shall be used for purposes incidental to education linked to Christ College and no other purpose (including any other purpose in Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order, 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification).

Reason:

To enable the Local Planning Authority to exercise control of the type of use within the category in order to safeguard the amenities of the area.

6. No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm on other days.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Adopted Barnet Development Management Policies DPD (2012).

7. No site works or works on this development (including works of demolition) shall be commenced before temporary tree protection has been erected around existing tree(s) in accordance with details hereby approved. This protection shall remain in position until after the development works are completed and no material or soil shall be stored within these fenced areas.

Reason:

To safeguard the health of existing tree(s) which represent an important amenity feature in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

8. A scheme of hard and soft landscaping, including details of existing trees to be retained, shall be submitted to and agreed in writing by the Local Planning Authority before the development, hereby permitted, is commenced.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and 7.21 of the London Plan 2011 and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012).

9. All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

10. Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

11. Provisions shall be made within the site to ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.

Reason:

To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway.

12. The development is required to meet a "Very Good" rating under the BREEAM environmental standard. Before the development is first occupied the developer shall submit certification of the selected generic environmental standard.

Reason:

To ensure that the development is sustainable and complies with Strategic and Local Policies in accordance with policy DM02 of the Adopted Barnet Development Management Policies DPD (2012), the adopted Sustainable Design and Construction Supplementary Planning Document (June 2007) and policies 5.2 and 5.3 of the London Plan (2011).

13. Existing vehicular and cycle parking spaces shall be retained in accordance with the proposed planning application. The parking spaces shall be used only as agreed and not be used for any purpose other than the parking and turning of vehicles in connection with approved development.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

14. No site works or works on this development including demolition or construction work shall commence until a Demolition, Construction and Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. All works must be carried out in full accordance with the approved details unless previously agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

15. Before the permitted development is occupied a full Delivery and Servicing Plan (DSP) shall be submitted to and agreed by the Local Planning Authority.

Reason: In the interest of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

16. Before the development is occupied a School Travel Plan shall be submitted to and approved by the Local Planning Authority that meets the criteria in the Transport for London's guidance booklet "What a School Travel Plan should contain" and should include the appointment of a Travel Plan Champion. The Travel plan should be reviewed annually in accordance with

the target set out in the Travel Plan.

Reason: Reason: To encourage the use of sustainable forms of transport to the site in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

17. Before works start on the hereby approved attenuation tank, details of excavation and works of making good shall be submitted to and approved in writing by the Local Planning Authority and implemented as approved.

Reason: To protect the appearance of Metropolitan Open Land in accordance with Local Plan policy DM15 and London Plan policy 7.17.

18. The further ecological survey and mitigation measures recommended in section 7 of the report and landscaping to show incorporation of proposed habitat creation and ecological enhancement set out in section 8 shall be implemented within 6 months of occupation of the hereby approved development.

Reason:

To ensure that the development has an acceptable impact on ecology/biodiversity in accordance with Local Plan Policy DM16.

19. Part 1

Before development commences other than for investigative work:

- a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
- b. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-
 - a risk assessment to be undertaken,
 - refinement of the Conceptual Model, and
 - the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

- c. If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Part 2

Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason:

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF of the Adopted Barnet Core Strategy DPD (2012) and 5.21 of the London Plan 2011.

20. The level of noise emitted from the any plant hereby approved shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

21. In the event of the installation of any ventilation/extraction plant, a report should be carried out by a competent acoustic consultant and submitted to the Local Planning Authority for approval before their installation that assesses their likely noise impacts. The report shall also clearly outline mitigation measures for the development to reduce these noise impacts to acceptable levels.

It should include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the contents and recommendations. The approved measures shall be implemented in their entirety before the use commences.

Reason:

To ensure that the amenities of neighbouring premises are protected from

noise from the development in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

22. Before development commences, an air quality assessment report, written in accordance with the relevant current guidance, for the existing site and proposed development shall be submitted to and approved by the Local Planning Authority. It should also have regard to the air quality predictions and monitoring results from the Stage Four of the Authority's Review and Assessment, the London Air Quality Network and London Atmospheric Emissions Inventory.

A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to and approved by the Local Planning Authority prior to development. The approved mitigation scheme shall be implemented in its entirety before any of the (units are occupied / the use commences).

Reason:

To ensure that the amenities of occupiers are protected from the poor air quality in the vicinity in accordance with policy DM04 of the Adopted Barnet Development Management Policies DPD (2012) and policy 5.3 of the London Plan 2011.

INFORMATIVE(S):

1. The reasons for this grant of planning permission or other planning related decision are as follows:
- i) The proposed development accords with strategic planning guidance and policies as set out in The Mayor's London Plan: July 2011 and the Adopted Barnet Core Strategy (2012) and Development Management Policies DPD (2012).

In particular the following policies are relevant:

The Mayor's London Plan: July 2011: 3.18, 5.2, 5.3, 5.7, 5.21, 6.13, 7.4, 7.6, 7.14, 7.15, 7.17, 7.19.

Relevant Local Plan Core Strategy Policies: CSNPPF, CS1, CS5, CS7, CS9, CS10, CS13.

Relevant Local Plan Development Management Policies: DM01, DM02, DM03, DM04, DM06, DM13, DM15, DM16, DM17.

- ii) The proposal is acceptable for the following reason(s): The proposed new building, alterations to the main school and associated alterations to the site would result in a suitable additions to the school complex that would respect the character and appearance of this part of the Borough and would respect the setting of the nearby Metropolitan Open Land. The proposals would not impact detrimentally on the residential amenity of neighbouring residents and users. The new building would provide improved facilities to existing and future pupils and staff and will help ensure that there are sufficient

school places for the residents of the Borough. The proposals are acceptable on highways grounds.

iii) In accordance with paragraphs 186 and 187 of the NPPF, the Council takes a positive and proactive approach to development proposals, focused on solutions. The Local Planning Authority has produced planning policies and written guidance to guide applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. The Local Planning Authority has negotiated with the applicant / agent where necessary during the application process to ensure that the proposed development is in accordance with the Council's relevant policies and guidance.

2 Highways informatives:

If the development is carried out it will be necessary for any existing redundant vehicular crossover(s) to be reinstated to footway level by the Highway Authority at the applicant's expense. You may obtain an estimate for this work from the Environment, Planning and Regeneration Directorate, Building 4, North London Business Park (NLBP), Oakleigh Road South, London N11 1NP.

East End Road is part of Traffic Sensitive Route from 8.00am-9.30am and 4.30pm-6.30pm Monday-Friday.

For construction works adjacent to the public highways, the applicant must contact the council's First Contact on 0208 359 2000 for any necessary Highways Licenses.

Any details submitted in respect of the Demolition and Construction Management Plan above shall control the hours, routes taken, means of access and security procedures for construction traffic to and from the site and the methods statement shall provide for the provision of on-site wheel cleaning facilities during demolition, excavation, site preparation and construction stages of the development, recycling of materials, the provision of on-site car parking facilities for contractors during all stages of development (Excavation, site preparation and construction) and the provision on site of a storage/delivery area for all plant, site huts, site facilities and materials and a community liaison contact and precautions to minimise damage to trees on or adjacent to the site.

The London Plan promotes electric vehicle charging points with 20% active and 20% passive provision and should be provided. The parking layout should include provision of electric charging points for all elements of the development.

3. In complying with the contaminated land condition parts 1 and 2:

Reference should be made at all stages to appropriate current guidance and codes of practice. This would include:

- 1) The Environment Agency CLR & SR Guidance documents;
- 2) Planning Policy Statement 23 (PPS 23) - England (2004);
- 3) BS10175:2001 Investigation of potentially contaminated sites - Code of

Practice;

4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH.

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

- 4 You are advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

In addition to the noise control measures and details, the scheme needs to clearly set out the target noise levels for the habitable rooms, including for bedrooms at night, and the levels that the sound insulation scheme would achieve.

The council's supplementary planning document on Sustainable Design and Construction requires that dwellings are designed and built to insulate against external noise so that the internal noise level in rooms does not exceed 30dB(A) expressed as an Leq between the hours of 11.00pm and 7.00am, nor 35dB(A) expressed as an Leq between the hours of 7.00am and 11.00pm (Guidelines for Community Noise, WHO). This needs to be considered in the context of room ventilation requirements

The details of acoustic consultants can be obtained from the following contacts: a) Institute of Acoustics and b) Association of Noise Consultants.

The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate: 1) BS 7445 (1991) Pts 1, 2 & 3 (ISO 1996 pts 1-3) - Description and measurement of environmental noise; 2) BS 4142:1997 - Method of rating industrial noise affecting mixed residential and industrial areas; 3) BS 8223: 1999 - Sound insulation and noise reduction for buildings: code of practice; 4) Department of transport: Calculation of road traffic noise (1988); 5) Department of transport: Calculation of railway noise (1995); 6) Department of transport : Railway Noise and insulation of dwellings.

5. The Air Quality Stage 4 Review and Assessment for the London Borough of Barnet has highlighted that this area currently experiences or is likely to experience exceedances of Government set health-based air quality standards. A list of possible options for mitigating poor air quality is as follows: 1) Use of passive or active air conditioning; 2) Use of acoustic ventilators; 3) Altering lay out – habitable rooms away from source of poor air quality; 4) Non residential usage of lower floors; 5) Altering footprint – setting further away from source of poor air quality.

For developments that require an Air Quality report; the report should have regard to the air quality predictions and monitoring results from the Stage Four of the Authority's Review and Assessment available from the LPA web site and the London Air Quality Network. The report should be written in accordance with the following guidance: 1) NSCA Guidance: Development

Control: Planning for Air Quality and the Planning Policy Statement 23: Planning and Pollution Control; 2) Environment Act 1995 Air Quality Regulations, Planning Policy Statement 23: Planning and Pollution Control, Annex 1: Pollution Control, Air and Water Quality; 3) Local Air Quality Management Technical Guidance LAQM.TG(03); 4) London Councils Air Quality and Planning Guidance, revised version January 2007.

1. MATERIAL CONSIDERATIONS

National Planning Policy Framework

The Mayor's London Plan: July 2011: 3.18, 5.2, 5.3, 5.7, 5.21, 6.13, 7.4, 7.6, 7.14, 7.15, 7.17, 7.19.

Relevant Local Plan Core Strategy Policies: CSNPPF, CS1, CS5, CS7, CS9, CS10, CS13.

Relevant Local Plan Development Management Policies: DM01, DM02, DM03, DM04, DM06, DM13, DM15, DM16, DM17.

Relevant Planning History: None relevant

Consultations and Views Expressed:

Neighbours Consulted:	168	Replies:	0
Neighbours Wishing To Speak	0		

No objections have been raised.

Internal /Other Consultations:

- Traffic and Development (F&GG) - no objection
- Environment Agency - no objection
- Environmental Health - no objection
- Transport for London - no objection

Date of Site Notice: 13 December 2012

2. PLANNING APPRAISAL

Site description:

Christ College is secondary boys school with a current intake of 900 pupils aged between 11 and 19. It is located off East End Road in the Garden Suburb ward. The south and east of the site is bordered by the Hampstead Garden Suburb conservation area. The west of the site (between the school and the A406) is designated as Metropolitan Open land.

Proposals:

The application seeks permission for the demolition of an existing disused animal house and proposes a new two-storey Sixth Form block. The school will have a total

intake of 1152 pupils once fully occupied in 2017/18 resulting in 212 additional pupils and increase in staffing levels to suit.

A single storey dining hall extension with associated works to the internal servery area are also proposed to the main school building as well as works to the facade and internal layout of the reception, providing a new entrance area.

A small additional hard play area is also proposed expanding the existing play area where the existing tennis courts are currently located.

Background:

The Corporate Plan 2012-2013 has a corporate priority of 'Sharing opportunities, sharing responsibilities' that has a strategic objective of "ensuring that every school is a good school for every child", under which the Council will 'ensure sufficient primary and secondary school places are available to meet demand by delivering a programme of permanent and temporary expansions'

Ensuring there are sufficient school places is also a key component of the Barnet Children and Young People's Plan 2010/11 – 2012/13. Furthermore, as a Local Authority, the Council has a statutory duty to offer a school place to every child of school age in the Borough who requests one.

Barnet's projected population for the next ten years will increase and change existing communities. There will be a marked increase in the number of children aged between 5-14 years old.

There is currently a high volume of demand for school places in the borough both at Primary and Secondary level. The Council is investing £11m in three Secondary Schools located within the Borough for them to expand by 1 form of entry each and increase capacity in order to meet the rising demand.

Principle of expansion:

Educational uses have been highlighted by the Secretary of State for Communities and Local Government as a priority. National policy states that "Local planning authorities should: give great weight to the need to create, expand or alter schools". (NPPF: paragraph 72)

The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. The NPPF advises that local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

Core Strategy Policy CS10 (Enabling Inclusive and Integrated Community Facilities and Uses) states that the council will work with our partners to ensure that community facilities including schools are provided for Barnet's communities. The policy states that the Council will ensure that our programmes for capital investment in schools and services for young people address the needs of a growing, more diverse and increasingly younger population.

Development Management Policy DM13 (Community and education uses) of the Adopted Local Plan states that educational uses should be located where they are accessible by public transport, walking and cycling, preferably in town centres or local centres. New community or educational uses should ensure that there is no significant impact on the free flow of traffic and road safety. New community or educational uses will be expected to protect the amenity of residential properties.

The current application has been submitted as part of the Council's programme for capital investment in schools. It is considered that the site is large enough to accommodate the additional pupils and staff without causing harm to the amenity of neighbouring residential properties. The principle of expansion on this site is supported.

Impact of character and amenities of the area (including adjacent MOL):

Development Management Policy DM01 relates to protecting Barnet's character and amenity. It states that all development should represent high quality design which demonstrates high levels of environmental awareness and contributes to climate change mitigation and adaptation. It further states that development proposals should be based on an understanding of local characteristics and should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.

National guidance makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. It makes it clear that design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area should not be accepted. The statement also points out that although visual appearance and the architecture of buildings are factors in achieving high quality design, securing high quality design goes far beyond aesthetic consideration. It then makes it clear that good design also involves integrating development into the existing urban form and built environment.

The proposed building has been designed to take into account the existing school buildings. Its height is comparable to the height of the existing buildings. Although its design is relatively simple, it is considered that it fits the purposes of the building and reflects its use as an educational facility. The appearance and use of materials would complement the existing school complex and preserve the local character of this part of the Borough. The proposals would not be visible from the Hampstead Garden Suburb conservation area and therefore would not harm its setting.

Development Management Policy DM15 (Green Belt and Open Spaces) states that development adjacent to Metropolitan Open Land should not have a detrimental impact on visual amenity and respect the character of its surroundings. Several schemes were presented at the pre-application stage showing different sitings for the proposed building. The proposals forming part of the current application were considered to have the least impact on the neighbouring Metropolitan Open Land. The building itself would not encroach within MOL land. It is not considered that views of the building from the MOL land would be detrimentally affected. The proposals include the retention of existing trees that would ensure that a natural screen between the building and the open space is maintained.

Development Management Policy DM01 states that development proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for

adjoining and potential occupiers and users. Due to the siting of the building away from neighbouring properties, it is not considered that the proposals would have a demonstrable harmful impact on the daylight, sunlight, privacy and outlook of neighbouring residents and users. The proposed additional 6th form school building would provide improved standards of accommodation for existing and future pupils and staff.

Whilst a number of trees are proposed to be removed, trees along the edge and within MOL land and currently forming natural screening to the school complex are to be retained. Planning conditions are recommended to ensure that they are not damaged during construction work.

Development Management Policy DM16 (Biodiversity) states that when considering development proposals the council will seek the retention and enhancement, or the creation of biodiversity. The applicant has provided a biodiversity survey. The FOA Ecology Ltd survey is thorough and proposes reasonable mitigation measures, especially given the time of year undertaken. It is considered prudent to include conditions requiring implementation of the further survey and mitigation measures recommended in section 7 of the report and landscaping to show incorporation of proposed habitat creation and ecological enhancement set out in section 8.

An attenuation tank is proposed within the section of MOL closest to the building. This would not be visible once installed and there are no objection to this part of the proposals.

Highways issues:

The existing vehicular parking and cycle parking is to be retained. The school currently also benefits from a designated school bus service.

The school has a single vehicle access off East End Road which leads to staff and visitor car parking. No modifications are proposed to this access.

The existing parking provision of 64 vehicular parking spaces including 2 disabled parking spaces and 20 cycle parking spaces are to be retained.

The PTAL Score for the site is calculated using Transport for London model as 1b which is considered a low public accessibility level.

Development Management Policy DM17 (Travel impact and parking standards) states that in considering planning applications for new development, the council will require developers to submit a full Transport Assessment (as defined by Department for

Transport threshold) where the proposed development is anticipated to have significant transport implications in order to ensure that these impacts are considered. A full Transport Assessment has been submitted and reviewed.

The predicted trip generation in the transport assessment carried out by the consultants on behalf of the applicant has shown that the number of additional pupils expected by the end of the phased 5 year timescale is expected to produce a significant number of additional bus users. It has been confirmed that there is not sufficient capacity on the existing bus services to accommodate these additional users.

However, the applicant has stated in the Transport Assessment that as part of a Travel Plan proposal the school will campaign for an additional school bus service with Transport for London so that the additional demand for public transport can be accommodated. The Phased increase in the pupil numbers offers the opportunity to allow for the lead time that may be necessary to provide the additional service.

An additional school bus service will have a number of benefits as indicated below:

- Offers the opportunity of bus travel to existing students that currently do not use the bus due to lack of capacity, and hence offers the potential to reduce pupil car trips.
- Provides additional capacity to accommodate the bus travel needs of the additional students.
- Keeps more Christ's College pupils on the dedicated school bus service and so reduces the likelihood of conflict between Christ's College pupils and pupils of other schools who all currently use alternative local bus services.

Transport for London have been consulted. They have made no objection to the application in principle.

The Council's highways section supports the application subject to conditions. They have requested conditions and the submission of a full Travel Plan and a monitoring contribution of £5,000 to monitoring of the objectives of the Travel Plan.

Environmental Considerations

The site is surrounded largely by fields: crematoria to the North, allotments to the East, A406 road to the west and houses beyond, School to the South of site. There are potential issues from air quality, contaminated land and noise quality. However, the distance of the school from neighbouring residents and the distances from the main source of noise and poor air quality help to reduce the need for mitigation measures.

Noise impacts

Environmental Health officers are satisfied with the overall recommendations contained in the Acoustic Report submitted with the application. It is understood that the dining room extension will be ventilated through opening windows. Although there is no final conclusion stating that mechanical ventilation is the preferred option for the main sixth form block, the applicant has confirmed that there will be mechanical ventilation for the sixth form block.

This should address both issues of noise and air quality impact on the users. There was no report to address noise issues from the ventilation. This is probably due to the distance to nearest residential. However, there is a Junior school in close proximity and it will be necessary to establish that there will be no noise impact from ventilation plant on the school users. This could be done easily through careful siting and choice of the ventilation plant. All this should be addressed by a noise consultant for the site. This matter is conditioned.

Air quality

Environmental Health officers have assessed the air quality report. This looked at the basic air quality around the site and largely discounted any poor effects from the A406 given that 1. it had always been a secondary school at that site and 2. the distance from the A406 was approximately 120m.

However, the school lies within an exceedance zone for NO₂. Therefore a more detailed investigation into the air quality on site should be carried out. However, if mechanical ventilation is provided for the sixth form block then as long as the inlet is situated away from the main road, this should suffice and can be addressed in the report.

Contaminated land

For contaminated land, a desk top study and a walk over should be carried out. A condition is attached to this recommendation.

Sustainable Design and Construction

The applicant has provided a renewable energy feasibility report. The report demonstrates how the targets for carbon dioxide emissions reduction are to be met within the framework of the energy hierarchy. The building has been designed to achieve a BREEAM rating of Very Good and 25% of CO₂ reduction over the 2010 Building Regulations. The scheme incorporates renewal energy technology in the form of PV panels. Sustainability is also considered in the selection of materials, building services, lighting systems and controls and use of water.

Environmental Impact Assessment Regulations:

The development for which consent is sought is not considered to be of a description identified in Schedule 1 of the Regulations (Town and Country Planning (Environmental Impact Assessment) Regulations 2011). However, the development is considered to be of a description identified in column 1 of Schedule 2 of the Regulations. The development described in the submission is deemed to fall within the description of 'urban development projects'. The site identified in the plans accompanying the application is not considered to be in or partly in a sensitive area as defined in Regulation 2. As a development falling within the description of an urban development project, the relevant threshold and criteria in column 2 of Schedule 2 of the Regulations is that the area of development exceeds 0.5 hectares. The area of development identified in the information submitted exceeds this threshold. The proposal is therefore Schedule 2 development.

The characteristics, location and the impacts of the development proposed are described in detail in other sections of this report and so are not repeated here. Having considered the characteristics of the development, the location of the development and the characteristics of the potential impacts of the proposal (the criteria set out in Schedule 3 of the Regulations) it is concluded that in each of these respects and taken in totality the proposal would not be likely to give rise to significant effects on the environment in the sense intended by the Regulations. It is considered that the proposal is not a major development which is of more than local importance, is not a proposal situated in (or partially within) a particularly environmentally sensitive or vulnerable location and is not a development with unusually complex or potentially hazardous environmental effects. This is considered

to support further the conclusion that the proposal would not be likely to give rise to significant effects on the environment in the sense intended by the Regulations.

Taking account of the criteria set out in Schedule 3 of the Regulations and all other relevant factors it is considered that the development described in the information accompanying the application would not be likely to have significant effects on the environment, in the sense intended by the Regulations. Therefore an Environmental Impact Assessment is not necessary and an Environmental Statement, in line with the Regulations, is not required to be submitted with the application.

3. COMMENTS ON GROUNDS OF OBJECTIONS

No objections have been received.

4. EQUALITIES AND DIVERSITY ISSUES

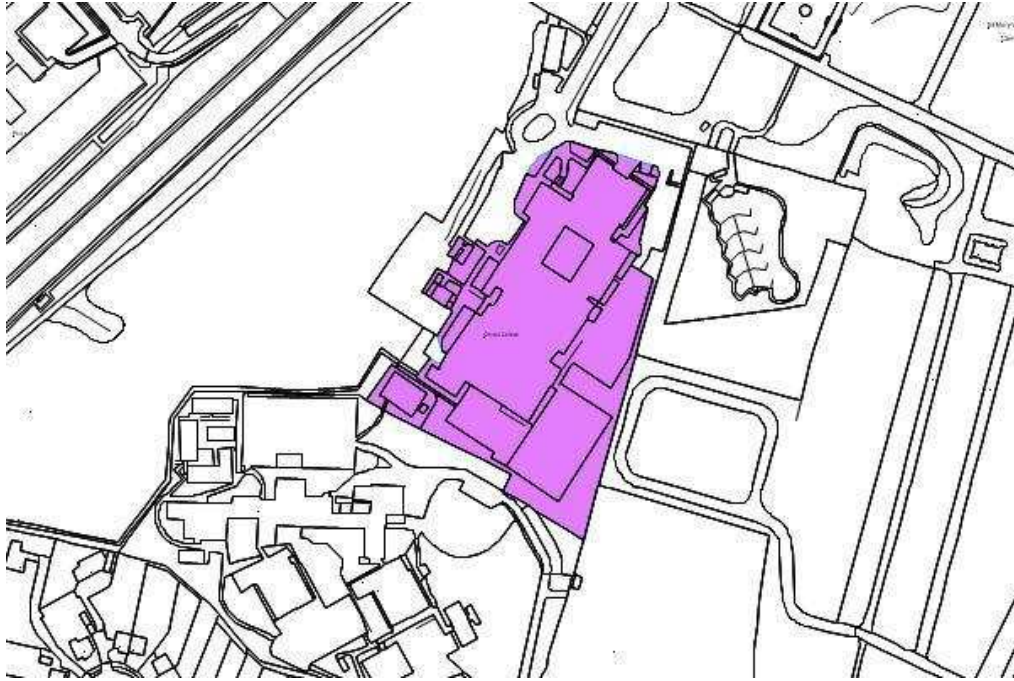
The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities. The proposals have been designed to be accessible by disabled people in line with Development Management Policy DM03.

5. CONCLUSION

The proposed new building, alterations to the main school and associated alterations to the site would result in a suitable additions to the school complex that would respect the character and appearance of this part of the Borough and would respect the setting of the nearby Metropolitan Open Land. The proposals would not impact detrimentally on the residential amenity of neighbouring residents and users. The new building would provide improved facilities to existing and future pupils and staff and will help ensure that there are sufficient school places for the residents of the Borough. The proposals are acceptable on highways grounds. **APPROVAL** is recommended.

SITE LOCATION PLAN: **Christs College Finchley, East End Road,
London, N2 0SE**

REFERENCE: **F/04533/12**



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LOCATION: The Compton School, Summers Lane, London, N12 0QG

REFERENCE: F/04511/12 **Received:** 30 November 2012
Accepted: 30 November 2012

WARD(S): Woodhouse **Expiry:** 01 March 2013 **AGENDA ITEM 10**

Final Revisions:

APPLICANT: London Borough of Barnet

PROPOSAL: Demolition of two existing teaching blocks (single & two storeys) and erection of replacement three storey teaching Block with associated external works.

RECOMMENDATION: APPROVE SUBJECT TO CONDITIONS

1. The development hereby permitted shall be carried out in accordance with the following approved plans: 120580/A/P01 Rev A; 120580/A/P02 Rev A; 120580/A/P03 Rev A; 120580/A/P04 Rev A; 120580/A/P05 Rev A; 120580/A/P06 Rev A; 120580/A/P07 Rev A; 120580/A/P08 Rev A; 120580/A/P09 Rev A; 120580/A/P10 Rev A; 120580/A/P11 Rev A; 120580/A/P12 Rev A; 120580/A/P13 Rev B; 120580/A/P14 Rev B; 120580/A/P15 Rev A; 120580/A/P16 Rev A; 120580/A/P17 Rev A; 120580/A/P18 Rev A; 120580/A/P19 Rev A; 120580/A/P20 Rev A; 120580/C/001 Rev B; 120580/A/R002; 120580/A/R003 Issue 1- Pick Everard Design and Access Statement; 120580/A/R004 Issue 1- Pick Everard Planning Statement; 120580/A/R005 Issue 01- Pick Everard- Sustainability Report 28 November 2012; Pick Everard- Transport Assessment; Pick Everard Pre-Assessment Report; Pick Everard- Renewable Energy Feasibility Report; Site Analytical Services Ltd.- Report on a Ground Investigation; The Compton School- School Travel Plan Academic Year 2012-2013; 12/4693/R1- Cole Jarman Acoustic Design; FOA Energy-Extended Phase 1 Habitat Survey, Building Inspection and Desk Study November 2012; L-1067-GAP-002.

Reason:

For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012).

2. This development must be begun within three years from the date of this permission.

Reason:

To comply with Section 51 of the Planning and Compulsory Purchase Act, 2004.

3. Before this development is commenced, details of the levels of the building(s), road(s) and footpath(s) in relation to adjoining land and highway(s) and any other changes proposed in the levels of the site shall be submitted to and approved in writing by the Local Planning Authority. The

development shall be implemented in accordance with such details as approved.

Reason:

To ensure that the development is carried out at suitable levels in relation to the highway and adjoining land having regard to drainage, gradient of access, the safety and amenities of users of the site, the amenities of the area and the health of any trees or vegetation in accordance with policies DM01 and DM04 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF, CS1, CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.4, 7.5, 7.6 and 7.21 of the London Plan 2011.

4. Before the development hereby permitted commences, details of the materials to be used for the external surfaces of the new 6th form block and hard surfaced areas around this building shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such details as approved.

Reason:

To safeguard the character and visual amenities of the site and wider area and to ensure that the building is constructed in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF and CS1 of the Adopted Barnet Core Strategy DPD (2012) and 1.1, 7.4, 7.5 and 7.6 of the London Plan 2011.

5. The new building hereby permitted shall be used for purposes incidental to education linked to Christ College and no other purpose (including any other purpose in Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order, 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification).

Reason:

To enable the Local Planning Authority to exercise control of the type of use within the category in order to safeguard the amenities of the area.

6. No construction work resulting from the planning permission shall be carried out on the premises at any time on Sundays, Bank or Public Holidays, before 8.00 am or after 1.00 pm on Saturdays, or before 8.00 am or after 6.00pm on other days.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties in accordance with policy DM04 of the Adopted Barnet Development Management Policies DPD (2012).

7. A scheme of hard and soft landscaping, including details of existing trees to be retained, shall be submitted to and agreed in writing by the Local Planning Authority before the development, hereby permitted, is commenced.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and 7.21 of the London Plan 2011 and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012).

8. All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

9. Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason:

To ensure a satisfactory appearance to the development in accordance with policies DM01 of the Adopted Barnet Development Management Policies DPD (2012) and CS5 and CS7 of the Adopted Barnet Core Strategy DPD (2012) and 7.21 of the London Plan 2011.

10. Provisions shall be made within the site to ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.

Reason:

To ensure that the development does not cause danger and inconvenience to users of the adjoining pavement and highway.

11. The development is required to meet a "Very Good" rating under the BREEAM environmental standard. Before the development is first occupied the developer shall submit certification of the selected generic environmental standard.

Reason:

To ensure that the development is sustainable and complies with Strategic and Local Policies in accordance with policy DM02 of the Adopted Barnet Development Management Policies DPD (2012), the adopted Sustainable Design and Construction Supplementary Planning Document (June 2007) and policies 5.2 and 5.3 of the London Plan (2011).

12. Part 1

Before development commences other than for investigative work:

- a. A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.
- b. If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. This shall be submitted to, and approved in writing by, the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-
 - a risk assessment to be undertaken,
 - refinement of the Conceptual Model, and
 - the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority.

- c. If the risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Part 2

Where remediation of contamination on the site is required completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason:

To ensure the development can be implemented and occupied with adequate regard for environmental and public safety in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012), CS NPPF of the Adopted Barnet Core Strategy DPD (2012) and 5.21 of the London Plan 2011.

13. The level of noise emitted from the any plant hereby approved shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

If the noise emitted has a distinguishable, discrete continuous note (whine,

hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

Reason:

To ensure that the proposed development does not prejudice the amenities of occupiers of neighbouring properties in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

14. Before the development is occupied, a report should be carried out by a competent acoustic consultant and submitted to the Local Planning Authority for approval, that assesses the likely noise impacts from the development of the ventilation/extraction plant. The report shall also clearly outline mitigation measures for the development to reduce these noise impacts to acceptable levels.

It should include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the contents and recommendations. The approved measures shall be implemented in their entirety before the use commences.

Reason:

To ensure that the amenities of neighbouring premises are protected from noise from the development in accordance with policies DM04 of the Adopted Barnet Development Management Policies DPD (2012) and 7.15 of the London Plan 2011.

INFORMATIVE(S):

- 1 The reasons for this grant of planning permission or other planning related decision are as follows:

i) The proposed development accords with strategic planning guidance and policies as set out in The Mayor's London Plan: July 2011 and the Adopted Barnet Core Strategy (2012) and Development Management Policies DPD (2012).

In particular the following policies are relevant:

The Mayor's London Plan: July 2011: 3.18, 5.2, 5.3, 5.7, 5.21, 6.13, 7.4, 7.6, 7.14, 7.15, 7.17, 7.19.

Relevant Local Plan Core Strategy Policies: CSNPPF, CS1, CS5, CS7, CS9, CS10, CS13.

Relevant Local Plan Development Management Policies: DM01, DM02, DM03, DM04, DM06, DM13, DM15, DM16, DM17.

ii) The proposal is acceptable for the following reason(s): The proposed new building, alterations to the main school and associated alterations to the site would result in a suitable additions to the school complex that would respect

the character and appearance of this part of the Borough. The proposals would not impact detrimentally on the residential amenity of neighbouring residents and users. The new building would provide improved facilities to existing and future pupils and staff and will help ensure that there are sufficient school places for the residents of the Borough. The proposals are acceptable on highways grounds.

iii) In accordance with paragraphs 186 and 187 of the NPPF, the Council takes a positive and proactive approach to development proposals, focused on solutions. The Local Planning Authority has produced planning policies and written guidance to guide applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. The Local Planning Authority has negotiated with the applicant / agent where necessary during the application process to ensure that the proposed development is in accordance with the Council's relevant policies and guidance.

2 In complying with the contaminated land condition parts 1 and 2:

Reference should be made at all stages to appropriate current guidance and codes of practice. This would include:

- 1) The Environment Agency CLR & SR Guidance documents;
- 2) Planning Policy Statement 23 (PPS 23) - England (2004);
- 3) BS10175:2001 Investigation of potentially contaminated sites - Code of Practice;
- 4) Guidance for the safe development of housing on land affected by contamination, (2008) by NHBC, the EA and CIEH.

Please note that in addition to the above, consultants should refer to the most relevant and up to date guidance and codes of practice if not already listed in the above list.

3 You are advised to engage a qualified acoustic consultant to advise on the scheme, including the specifications of any materials, construction, fittings and equipment necessary to achieve satisfactory internal noise levels in this location.

In addition to the noise control measures and details, the scheme needs to clearly set out the target noise levels for the habitable rooms, including for bedrooms at night, and the levels that the sound insulation scheme would achieve.

The council's supplementary planning document on Sustainable Design and Construction requires that dwellings are designed and built to insulate against external noise so that the internal noise level in rooms does not exceed 30dB(A) expressed as an Leq between the hours of 11.00pm and 7.00am, nor 35dB(A) expressed as an Leq between the hours of 7.00am and 11.00pm (Guidelines for Community Noise, WHO). This needs to be considered in the context of room ventilation requirements

The details of acoustic consultants can be obtained from the following contacts: a) Institute of Acoustics and b) Association of Noise Consultants.

The assessment and report on the noise impacts of a development should

use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate: 1) BS 7445 (1991) Pts 1, 2 & 3 (ISO 1996 pts 1-3) - Description and & measurement of environmental noise; 2) BS 4142:1997 - Method of rating industrial noise affecting mixed residential and industrial areas; 3) BS 8223: 1999 - Sound insulation and noise reduction for buildings: code of practice; 4) Department of transport: Calculation of road traffic noise (1988); 5) Department of transport: Calculation of railway noise (1995); 6) Department of transport : Railway Noise and insulation of dwellings.

1. MATERIAL CONSIDERATIONS

National Planning Policy Framework

The Mayor's London Plan: July 2011: 3.18, 5.2, 5.3, 5.7, 5.21, 6.13, 7.4, 7.6, 7.14, 7.15, 7.17, 7.19.

Relevant Local Plan Core Strategy Policies: CSNPPF, CS1, CS5, CS7, CS9, CS10, CS13.

Relevant Local Plan Development Management Policies: DM01, DM02, DM03, DM04, DM06, DM13, DM15, DM16, DM17.

Relevant Planning History: None relevant

Consultations and Views Expressed:

Neighbours Consulted: 237 Replies: 0
Neighbours Wishing To Speak 0

No objections have been received at the time of writing this report.

Internal /Other Consultations:

- Traffic and Development (F&GG) - no comment
- Environment Agency - no objection
- Environmental Health - no objection

Date of Site Notice: 13 December 2012

2. PLANNING APPRAISAL

Site description:

Christ College is secondary school with a current intake of 900 pupils aged between 11 and 16. The school is in the specialist schools programme as a Specialist Technology College.

It is located off Summers Lane in the Woodhouse ward. There are no specific planning restrictions affecting the site.

The main buildings were built in 1956 and extended regularly thereafter. The current facilities are not compliant with current BS standards.

Proposals:

The application seeks permission for the demolition of two existing teaching blocks (single & two storeys) and erection of replacement three storey teaching block with associated external works.

The new building would accommodate additional classrooms to support the Art, Drama and Music departments as well as offices and curriculum support (e.g. SEN) and associated facilities. The school will have a total intake of 1050 pupils once fully occupied.

Background:

The Corporate Plan 2012-2013 has a corporate priority of 'Sharing opportunities, sharing responsibilities' that has a strategic objective of "ensuring that every school is a good school for every child", under which the Council will 'ensure sufficient primary and secondary school places are available to meet demand by delivering a programme of permanent and temporary expansions'

Ensuring there are sufficient school places is also a key component of the Barnet Children and Young People's Plan 2010/11 – 2012/13. Furthermore, as a Local Authority, the Council has a statutory duty to offer a school place to every child of school age in the Borough who requests one.

Barnet's projected population for the next ten years will increase and change existing communities. There will be a marked increase in the number of children aged between 5-14 years old.

There is currently a high volume of demand for school places in the borough both at Primary and Secondary level. The Council is investing £11m in three Secondary Schools located within the Borough for them to expand by 1 form of entry each and increase capacity in order to meet the rising demand.

Principle of expansion:

Educational uses have been highlighted by the Secretary of State for Communities and Local Government as a priority. National policy states that "Local planning authorities should: give great weight to the need to create, expand or alter schools". (NPPF: paragraph 72)

The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. The NPPF advises that local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

Core Strategy Policy CS10 (Enabling Inclusive and Integrated Community Facilities and Uses) states that the council will work with our partners to ensure that community facilities including schools are provided for Barnet's communities. The policy states that the Council will ensure that our programmes for capital investment in schools and services for young people address the needs of a growing, more diverse and increasingly younger population.

Development Management Policy DM13 (Community and education uses) of the Adopted Local Plan states that educational uses should be located where they are accessible by public transport, walking and cycling, preferably in town centres or local centres. New community or educational uses should ensure that there is no significant impact on the free flow of traffic and road safety. New community or educational uses will be expected to protect the amenity of residential properties.

The current application has been submitted as part of the Council's programme for capital investment in schools. It is considered that the site is large enough to accommodate the additional pupils and staff without causing harm to the amenity of neighbouring residential properties. The principle of expansion on this site is supported.

Impact of character and amenities of the area:

Development Management Policy DM01 relates to protecting Barnet's character and amenity. It states that all development should represent high quality design which demonstrates high levels of environmental awareness and contributes to climate change mitigation and adaptation. It further states that development proposals should be based on an understanding of local characteristics and should preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.

National guidance makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. It makes it clear that design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area should not be accepted. The statement also points out that although visual appearance and the architecture of buildings are factors in achieving high quality design, securing high quality design goes far beyond aesthetic consideration. It then makes it clear that good design also involves integrating development into the existing urban form and built environment.

The proposed building has been designed to take into account the existing school buildings. Its height is comparable to the height of the existing buildings. Although its design is relatively simple, it is considered that it fits the purposes of the building and reflects its use as an educational facility. The appearance and use of materials would complement the existing school complex and preserve the local character of this part of the Borough.

Development Management Policy DM01 states that development proposals should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users. Due to the siting of the building away from neighbouring properties, it is not considered that the proposals would have a demonstrable harmful impact on the daylight, sunlight, privacy and outlook of neighbouring residents and users. The proposed additional building would provide improved standards of accommodation for existing and future pupils and staff.

Whilst a number of trees are proposed to be removed, trees along the edge and within MOL land and currently forming natural screening to the school complex are to be retained. Planning conditions are recommended to ensure that they are not damaged during construction work.

Highways issues:

There are no in-principle objections on highways grounds. Highways comments / issues will be reported at the planning committee.

Environmental Considerations

The Environmental Health department have not objected. They are recommending planning conditions.

Sustainable Design and Construction

The applicant has provided a renewable energy feasibility report. The report demonstrates how the targets for carbon dioxide emissions reduction are to be met within the framework of the energy hierarchy. The building has been designed to achieve a BREEAM rating of Very Good and 25% of CO2 reduction over the 2010 Building Regulations. The scheme incorporates renewable energy technology in the form of PV panels. Sustainability is also considered in the selection of materials, building services, lighting systems and controls and use of water.

Environmental Impact Assessment Regulations:

The development for which consent is sought is not considered to be of a description identified in Schedule 1 of the Regulations (Town and Country Planning (Environmental Impact Assessment) Regulations 2011). However, the development is considered to be of a description identified in column 1 of Schedule 2 of the Regulations. The development described in the submission is deemed to fall within the description of 'urban development projects'. The site identified in the plans accompanying the application is not considered to be in or partly in a sensitive area as defined in Regulation 2. As a development falling within the description of an urban development project, the relevant threshold and criteria in column 2 of Schedule 2 of the Regulations is that the area of development exceeds 0.5 hectares. The area of development identified in the information submitted exceeds this threshold. The proposal is therefore Schedule 2 development.

The characteristics, location and the impacts of the development proposed are described in detail in other sections of this report and so are not repeated here. Having considered the characteristics of the development, the location of the development and the characteristics of the potential impacts of the proposal (the criteria set out in Schedule 3 of the Regulations) it is concluded that in each of these respects and taken in totality the proposal would not be likely to give rise to significant effects on the environment in the sense intended by the Regulations. It is considered that the proposal is not a major development which is of more than local importance, is not a proposal situated in (or partially within) a particularly environmentally sensitive or vulnerable location and is not a development with unusually complex or potentially hazardous environmental effects. This is considered to support further the conclusion that the proposal would not be likely to give rise to significant effects on the environment in the sense intended by the Regulations.

Taking account of the criteria set out in Schedule 3 of the Regulations and all other relevant factors it is considered that the development described in the information accompanying the application would not be likely to have significant effects on the

environment, in the sense intended by the Regulations. Therefore an Environmental Impact Assessment is not necessary and an Environmental Statement, in line with the Regulations, is not required to be submitted with the application.

3. COMMENTS ON GROUNDS OF OBJECTIONS

No objections have been received.

4. EQUALITIES AND DIVERSITY ISSUES

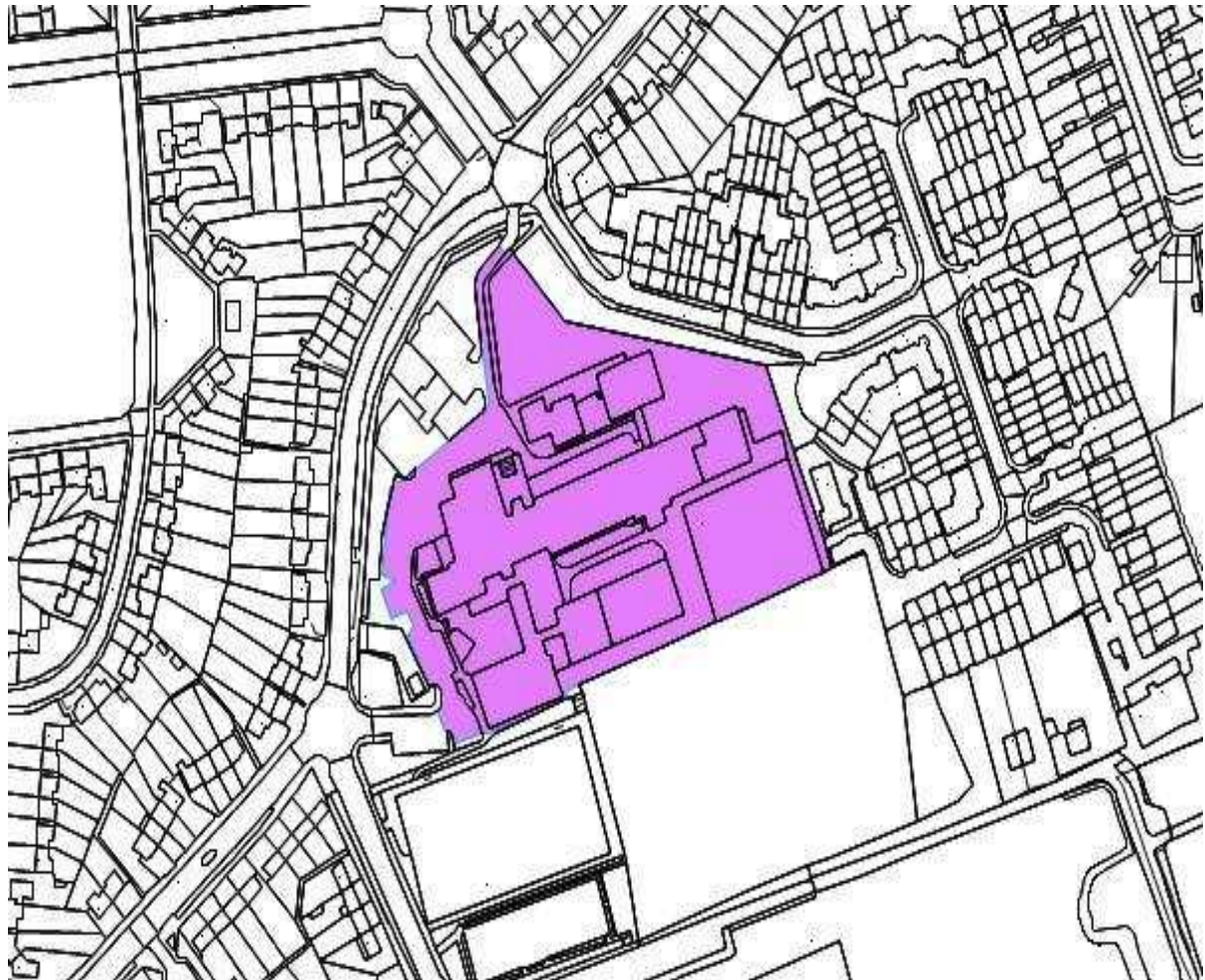
The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities. The proposals have been designed to be accessible by disabled people in line with Development Management Policy DM03.

5. CONCLUSION

The proposed new building, alterations to the main school and associated alterations to the site would result in a suitable additions to the school complex that would respect the character and appearance of this part of the Borough. The proposals would not impact detrimentally on the residential amenity of neighbouring residents and users. The new building would provide improved facilities to existing and future pupils and staff and will help ensure that there are sufficient school places for the residents of the Borough. The proposals are acceptable on highways grounds. **APPROVAL** is recommended.

SITE LOCATION PLAN: **The Compton School, Summers Lane, London,
N12 0QG**

REFERENCE: **F/04511/12**



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AGENDA ITEM 12

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